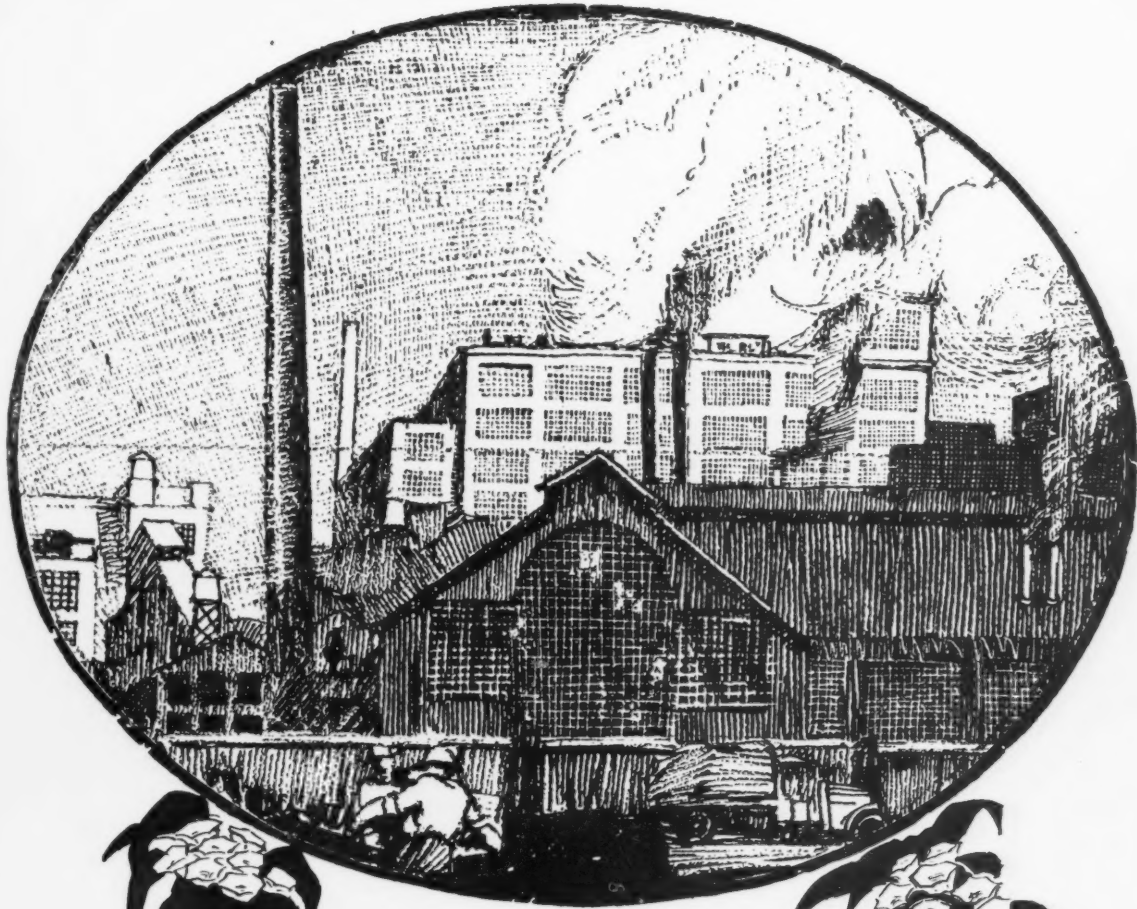


JUNE



CONNECTICUT INDUSTRY

PUBLISHED BY

The Manufacturers Association of Connecticut, Inc.

1923

HOW EACH \$1000 OF INCOME IS SPENT.



\$1000

MAINTENANCE light and Power 2: Office Expense 26.10	FIXED CHARGES 1: JANITOR 40.16 2: RENT	DUES AND SUBSCRIPTIONS 40.16	EXPENSE ACCOUNT - MEETINGS 40.16	COMMITTEE EXPENSES 50.16	\$150.60 1: Administration of Policy. 2: Supervision of Operation. 3: Establishment of Contacts. 4: Administration of Finance.	\$652.60 DIRECT SERVICE TO MEMBERS 1: LEGAL SERVICE TO MEMBERS. 2: PERSONAL CALLS ON AND TO MEMBERS. 3: SALARIES OF MEMBERS OF STAFF DIRECTLY SERVING MEMBERS. 4: CIRCULARS AND DIRECT INFORMATION TO MEMBERS. 5: TELEPHONE AND TELEGRAPH TO AND FOR MEMBERS.
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CONNECTICUT INDUSTRY

PUBLISHED BY
The Manufacturers Association of Connecticut, Inc.

VOL. I

JUNE, 1923

No. 6

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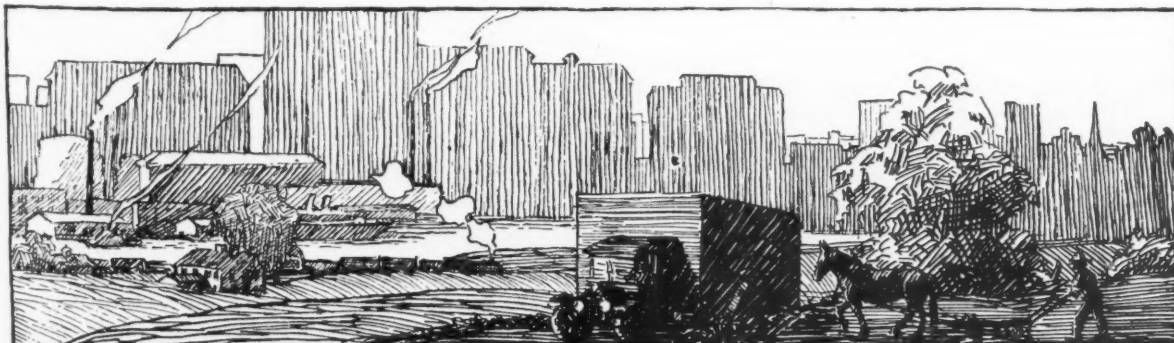
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THE CONNECTICUT GENERAL ASSEMBLY SESSION OF 1923.

Ask the man in the street his opinion of the accomplishments of the 1923 Session of the Connecticut General Assembly. His remarks will invariably concern the failure of the Assembly to enact new legislation.

Yet, after all, should a legislative body be judged by that standard? In a land already overburdened with laws, should we not demand primarily saneness of vision and foresight? In a period reeking with faddish ideas and theories, should we not judge the ability of legislators by their action in passing laws on a basis of economic and social necessity rather than political expediency?

The code of conduct of the man or woman occupying a seat in the Senate or in the House of Representatives should contain six cardinal points:

- First: Does the proposed legislation contribute to public health, safety or welfare or to economic development?
- Second: Will it benefit a special class, only, without reacting for the general welfare?
- Third: Have the sciences or the arts contributed the knowledge necessary to make it workable or effective?
- Fourth: Does it perfect existing machinery of government?
- Fifth: Does it extend rights, privileges or obligations in conformity with Federal legislation?
- Sixth: Is it in conflict with the principles for which we, as Americans, stand?

It may be said that there were omissions, but this does not alter the fact that the Governor of the Commonwealth of Connecticut and the Connecticut General Assembly have recognized the fundamental principle, that a needless law is a brake to economic progress.

Robert S. Hubbard

THE PROBLEMS OF RAILROADING

By

GENERAL W. W. ATTERBURY, *Vice-President, Pennsylvania Railroad.*

Two outstanding facts about the railroad industry today are the extraordinary amount of service the roads are performing, and the plans they are carrying out for even greater service.

The extent of the service being rendered is best told in the current reports of freight handled. From January 1 to April 21 the railroads moved the heaviest volume of traffic — for that time of year — in their history. Total carloadings for the week ended April 28 were about 963,000 cars, which was 10 per cent greater than the traffic in the same period in 1920, the previous record year.

The loadings in the week ended April 28 were within 5 per cent of the greatest number of cars loaded in one week. While this enormous traffic for this time of year is itself extraordinary, it should also be remembered that its movement has been accomplished on top of the traffic records of last autumn, a period of the heaviest sustained movement of freight in the history of the roads.

The amount of freight handled to date on the Pennsylvania Railroad System serves as an interesting measure of comparison with the traffic of the preceding years. In the first seventeen weeks of this year the Pennsylvania handled over 22 per cent more freight than in the same period last year, 37 per cent more than 1921 and about 17.5 per cent more than 1920. In the week ended April 28 the Pennsylvania Railroad moved 174,276 loaded cars, which was 35 per cent more than the number moved in the corresponding week last year, 53 per cent more than 1921 and 38 per cent more than the same week in 1920.

When account is taken of the fact that the Pennsylvania represents about 11 per cent of the country's freight transportation service this may be regarded as a fair index of the increasing service which the public is receiving from the railroads as a whole.

The reduction in the shortage of cars, which means the demands for cars in excess of those supplied, furnishes another interesting index of

the accomplishments of the railroads. Since January 1 of this year, car shortage has been reduced from about 83,000 cars to 35,000 on April 21, or more than half. At the same time the carloadings have increased from 873,000 cars in the first week of the year to 963,000 in the week ended April 28.

To what proportions the traffic in the remaining months of the year will rise is, of course, a matter of conjecture, but it is the consensus of opinion that the autumn traffic this year will be the heaviest the railroads have ever been called upon to move. The autumn traffic, because of the crop movement and greater business activity, is usually heaviest, and October and November as a rule represent the peak load of the railroad industry. There is every indication that when this traffic comes this autumn the railroads will make unprecedented efforts to move it in a satisfactory and creditable manner.

To that end plans for greater service are now under way on all the railroads of the country.

A little more than a month ago, when the principal officers of the railroads of the country were assembled in New York City at a joint meeting of the American Railway Association and the Association of Railway Executives, the improvement and betterment plans of each system were explained and tabulated. The plans called for expenditures for greater service amounting to \$1,540,000,000 about \$440,000,000 of which was spent last year, the balance, \$1,100,000,000 being spent currently or to be spent by the end of the year.

Last year's expenditures, together with those of this year, mean the addition of about 300,000 freight cars and 4,500 locomotives to the equipment of the railroads of the country. This is more than a 12 per cent increase in freight cars and a 6 per cent increase in locomotive power.

The purchases of new equipment of the Pennsylvania Railroad System since last August illustrate the extent of the additional facilities

under way. The Pennsylvania has ordered, or has received 57 new passenger locomotives, 475 heavy freight locomotives, 250 steel passenger coaches, 20 all-steel dining cars, 100 steel cabin cars (which are cabooses), and 43 switching locomotives. In addition, 10,000 coal cars on the Pennsylvania have been increased from 50 to 70 tons capacity by the installation of heavier trucks. This amounts to an increase of about 4,000 cars.

Besides the new equipment being placed in service, railroad facilities in general are being enlarged and improved. The traveler on almost any line in the country cannot help but notice the new constructive work now under way on road beds, terminals and yards and in shop facilities. The total cost of improvements of this nature in the two-year program is estimated at about \$640,000,000.

However large the sum of \$1,540,000,000 for greater railroad service may seem — and it represents the greatest contribution to increased railroad capacity in many years — there are comprehensive plans under way to make more efficient the use of existing equipment and facilities. While these plans have to do chiefly with operating methods and policies, they include also ways in which the public in general and the shippers in particular can render valuable assistance to the railroads, to themselves and to the country as a whole.

The plans for the more efficient use of available facilities include reducing further the percentage of bad order equipment; shipping all railroad coal, and as much of the public's coal as is possible, before the heavy autumn traffic; the completion of the greater part of railroad construction work, before autumn, thereby releasing equipment for the public's use; and the central control and distribution of the freight car equipment of the country by the Car Service Division of the American Railway Association.

The public and shippers can materially aid the roads to reach the goals they have set for themselves — "30 tons per car and 30 miles a day per car." The present average loading per car is about 27.5 tons, and the average miles per car per day is about 24.5. Shippers can help by loading cars to capacity. If this had been done during the heavy traffic last

autumn the equivalent of 187,000 freight cars would have been added to the available supply of cars. Shippers can assist in increasing the average daily movement of cars by loading and unloading quickly and reducing delays in re-consignment to a minimum.

In fact, just as the railroads have adopted "30 miles a day per car" as their slogan in the coming months, shippers might adopt as their slogans "Load and unload cars on the day of delivery" and "Do your fall shipping early."

Mr. Herbert Hoover recently wrote a letter to the national and state trade associations in the United States urging cooperation between the shippers and the railroads, and said, "The railroads have asked for this cooperation and the trades can make a tremendous contribution to the orderly march of our prosperity if they will undertake it seriously and in an organized fashion. If we can secure the maximum efficiency in these directions we will have added more effective commodity movement than would be brought about by the addition of approximately 300,000 cars, 3,000 locomotives, and the addition of at least 10 per cent to our track mileage and terminal facilities."

So much for the service the roads are giving and planning to give. Railroad managements are looking forward to the coming months with a degree of confidence quite unknown in past years. The railroad industry has made marked progress in recovery from war conditions. There is but one cloud on the horizon — the political aspect of the situation.

The railroads have embarked on their improvement programs in the faith that they will receive fair treatment at the hands of the American people. It is generally conceded that when Congress convenes again in December all sorts of measures, new regulations and laws will be introduced either for the alleged purpose of improving railroad service, or for the frankly acknowledged purpose of reducing railroad rates. It cannot be said that those who advocate reducing rates by legislative prescription have in mind the necessity for increasing railroad service and its capacity. Nor can it be said that the proposed laws will represent any comprehensive study of either the requirements

of the transportation industry, or the country's requirements for transportation.

In this connection there are two important facts, one of which is a matter of history and the other a matter of every-day knowledge, to which every constructive-minded citizen should give due consideration and act accordingly.

First, for ten years — from 1910 to 1920 — state and national legislatures were busy passing railroad laws of all kinds, the ultimate effect of which reduced railway expansion and seriously affected railway credit. The greater the number of laws passed, the greater the inability of the railroads to meet the expanding demands of the nation for rail transportation.

Secondly, since 1920, the year in which the Transportation Act was passed, the railroads have not been permitted to earn what the Act says they are entitled to earn in order to provide adequate service.

The real way to get better railroad service is not to pass more laws, but to give the railroad men a chance to show results.

ASSOCIATION ITEMS

FACTORY SPACE FOR SALE

A member of this Association offers for sale factory property in Windham County, consisting of a one story concrete building with basement and containing in all about 16,000 sq. ft. The property closely adjoins the railroad and has its own private switch. Sprinkler system is installed and the building is wired for power.

FACTORY SPACE WANTED

A member firm located in the central part of the state is in need of additional factory space. This must be within 25 miles or thereabouts of the home plant, contain 50,000 to 60,000 sq. ft., 25,000 sq. ft. of which should be on one floor. A concrete building is preferred and railroad siding wanted.

SPECIAL FORESTRY NUMBER OF CONNECTICUT INDUSTRY

The July issue of Connecticut Industry will be a special forestry number, issued with the co-operation of the Yale Forestry School, the Connecticut Forestry Association and the State Forester. The problem of re-forestation is one

of importance to all manufacturers in Connecticut and a number of interesting articles are planned.

A WARNING

Members of the Association are urged to read carefully all parts of forms which they may be asked to sign in connection with the insertion of advertising material in publications intended to reach certain buyers.

The attention of the Association has been brought to a form sent out by the publishers of a book intended for a specialized trade. This calls for certain information on one side of the sheet to be used in advertising inserts but the reverse side shows a three years' contract.

NEW MEMBERS

Since February first the following new members have joined the Association:

Inland Paper Board Co., Inc.	Versailles
The Uncas Paperboard Co.	Norwich
The Taplin Mfg. Co.	New Britain
M. L. Carpenter	E. Hampton
Hartford Silk Waist Co.	Hartford
Portland Foundry Co.	Portland
Olds & Whipple, Inc.	Hartford
E. W. Iles Mfg. Co., Inc.	Shelton
Rainbow Paper Corp. of N. Y.	Windsor
Chas. H. Kemper, Inc.	Westport
Stevens Paper Mills, Inc.	Windsor
Windsor Locks Paper Mills Co.	Windsor Locks
Rubber Shop Supply Co.	New Haven
The Colonial Brass Works, Inc.	New Britain
Connecticut Foundry Co.	Rocky Hill
Edward Bloom Co.	New London
Hillhouse & Taylor	Willimantic

FRANK B. RICKETSON DIRECTOR OF ASSOCIATION

Frank B. Ricketson, vice-president and agent of Ponemah Mills, Taftville has been elected a director of the Manufacturers Association of Connecticut to succeed Frank Larrabee of Willimantic. Because of ill health Mr. Larrabee has been compelled to resign as president of the Windham Silk company and also give up his position with the Association, in which he represented Windham County.

LEGISLATION

POLLUTION OF STREAMS

As will be remembered, the 1921 session of the Legislature passed an act creating a pollution of streams commission whose function it would be to study the question of water conservation and pollution of waters, and to report to the Legislature of 1923. This commission, composed of John H. Goss, George T. Kimball, Frank Healey, Caleb M. Saville, Robert A. Cairns, Shepard B. Palmer, and Representative Charles E. Wheeler, made this study and presented a bill to the Legislature. This bill, known as the Commission bill, was referred to the Judiciary Committee. At the hearing all parties were in agreement concerning the effectiveness of the proposed legislation. However, the Judiciary Committee did not report this, but instead, it reported an entirely different bill, which did not provide for a hearing of alleged offenders. The bill was reported favorably by the committee in the House, but the report was afterwards withdrawn. On the same day on which it was withdrawn, it appeared as Senate Bill 663 in the Senate and was reported favorably to that body. Senator Ells, realizing the inequity of such legislation, introduced as a substitute the original Commission bill. A few days later Senator Trumbull introduced a bill which was a combination of the Judiciary Committee bill and the Commission bill. This, however, does not prove satisfactory to most of the interests concerned.

Senator Brooks offered an amendment to the amendment presented by Senator Trumbull, which provided for the appointment of a commission composed of Professor Mendel of Yale University, Frederic C. Walcott, President of the State Board of Fisheries and Game, and E. A. Moore of New Britain. As the June issue of "Connecticut Industry" goes to press this is the present status of the bill. In other words, the Commission bill and the Judiciary Committee bill, with amendments, are now before the Senate.

TAX ON MISCELLANEOUS CORPORATIONS

House Bill 160, entitled "An Act Concerning Taxes on Miscellaneous Corporations"

passed the House and Senate and was signed by the Governor. Since the passage of this bill two amendments have been offered. The first changed the date of filing returns in conformity with the Federal law. The second, made the provisions of the act retroactive. The Association followed this entire matter very closely; the Taxation Committee has held numerous meetings, and experts in national and state taxation have been called in consultation. The final actions which were taken which determined the Association's attitude are believed to be in the best interests of the membership as a whole.

HOUSE BILL NO. 765

The Association consented to the wholesale rejection of highway bills, with the understanding that during the latter part of the session of the Connecticut General Assembly the provisions of all bills would be incorporated in one general highway bill. This agreement was fulfilled but when the final bill was reported favorably by the Committee on Roads, Bridges and Rivers to the House of Representatives, it contained a clause which provided for the registration of foreign commercial motor vehicles after they have been in the state 48 hours. The Traffic Committee and the Legislative Committee of the Association, after a full discussion of the matter, came to the conclusion that if such legislation were enacted that neighboring states would enact retaliatory measures. In view of this fact the Association opposed the proposed amendment, and as a result this clause was eliminated from the bill as passed.

ACCOMPLISHMENTS OF THE ASSOCIATION IN STATE LEGISLATION

For four and one-half months the Association has been intensely active in the protection of manufacturers' interests. That its efforts have been successful may be judged from the Legislative record which will be sent out within a short time. Subterfuge has never been employed. The Association has won, not through force of numbers but through ordered organization and because of the superior judgment of some of the best minds in the state which make up its membership.

TRANSPORTATION

Extracts from Address of
CHARLES C. ELWELL,

Before Conference of the American Electric Railway Association.

Speaking to members of the American Electric Railway Association, Charles C. Elwell of the Public Utilities Commission of Connecticut said, in part:

"It is my opinion that you have too many high fences erected between yourselves and your kicking patrons, which gives them an excuse for the many letters appearing in the kickers' column of your local papers. Your strap hangers never have a chance to even see the head of the bloated monopoly, who, they claim, is getting richer and richer day by day in every way, even going to the extent of jacking up trolley fares at the slightest pretext.

"I suggest when you go home tomorrow you rip out those gates with the concealed latches, which, expert that I am, will not respond to my manipulations — I mean the gates that always swing out when you want to go in, and swing in when you want to go out; and that have stationed behind them men who demand one's card and business and who confuse the caller so that he can't tell even his own name, but if he finally succeeds, the porter always returns, after five minutes' absence, bringing the same old message, 'The president is busy just now, and suggests your seeing the superintendent' — who, by the way, has been seen several times without obtaining satisfaction. After such an experience the truth seeker leaves the president's office and if gifted, tries his hand at writing for the papers; or, if not, takes it out by applauding the regular writings of Veritas and Vox Populi, cussing the company from the top to the bottom, as he sings, 'I'll never go there any more.'

"What I have said is not overdrawn. I have made some calls in my time, but, being a persistent fellow, know better than the ordinary caller how to gain an entrance to the Sanctum Sanctorum.

"Now, as I have gone so far, of course you expect me to prescribe a remedy, so here it is. Mr. President, establish a calling day. Put

a notice in the papers that you will be at home on Wednesdays from two to three, when you will gladly meet those having any fault to find with your management, or consider any suggestions that will make you a better servant of the public. The gate, if you still have one, should be fastened wide open, and the porter instructed to take a facial massage to iron out that look which should be replaced with his broadest smile of welcome for Mr. Public, the man for whom you are all working.

"I can hear you murmur, 'Why, my office would not hold such a crowd' — then I suggest you 'hire a hall.' It won't cost much and you will feel well repaid for the expense, and besides your old enemy Veritas will lose his job and the kickers' column as far as your line is concerned can very properly be devoted to advertising auto suggestions. You will not have over two or three large meetings where you can answer all questions and by the help of charts and diagrams show your visitors why you cannot do all *they* think you should — but when the people find out how easy it is to meet the president and what a fine fellow he is, very few will come, if any, and you will have ample room in your office for like conferences in the future.

"Provided my plan is followed, and you wish to go me one better by serving tea at your 'Wednesday afternoons' at home, I will offer no objections; but if you should decide to go to this extreme, be sure that your guests get plenty of sugar, urging each to take at least two lumps. Molasses, as you know, has been widely advertised as a substitute for vinegar when trapping insects.

"I really don't expect that more than 75% of you will heed my advice immediately, and it is unfortunate that I lack the authority to compel you all to take my prescription at once. I must leave the matter in your hands. Remember the dose — sixty minutes a week."

INDUSTRIAL RELATIONS

STRIKES IN CONNECTICUT MANUFACTURING INDUSTRIES

January 1923 to June 1923

According to the records of the Association the following disputes resulting in strikes have occurred during the period named:

<i>Industry</i>	<i>No. of Strikes</i>
Clothing	2
Silk	3
Woolen and worsted	2
Paper	3
Lamps and lighting fixtures	1
Foundry	1
Cotton	1
Shirt	1
Collapsible tube	1
Woodworking	1
Vacuum cleaners	1
<i>Total</i>	<i>17</i>

With the exception of five of these strikes, three of which were caused by demand for the closed shop, one because of the discharge of an employee and one because of misunderstanding of the wage system, all grew out of a demand on the part of workers for an increase in wages.

The manager of a foundry recently received a demand for an increase in wages in the form of a "round robin." The paper was signed by 10 laborers with these words inscribed thereon: "Like to have 15 per cent, answer soon." The manager of a paper mill received a demand for increase in wages from workers in the form of a signed petition which reads as follows: "We warn you that the Paper Company wants a raise a dollar a day, if you don't why Saturday hand us both pays."

CONDITIONS IN THE OPEN SHOP FOUNDRY INDUSTRY

The Association is continuing its investigation of the foundry industries of the state in cooperation with the Foundrymen's Association. Information obtained so far includes the fluctuations in the cost of basic materials used in foundry practice, wages, hours, working conditions, etc. Tabulations indicate that raw materials used by the grey iron foundries and including pig iron, scrap iron and coke, increased

from 1913 to the peak period an average of about 325%. During April 1923 these materials were still an average of 122% higher than they were in 1913. In the aluminum, brass and bronze industries, basic materials increased an average of 170% from 1913 to the peak period and during April 1923, average prices were only about 36% higher than they were in 1913.

Comparing fluctuations in the average price of basic materials with average earnings in these foundries, we find that average weekly earnings of unskilled workers in grey iron foundries increased about 170% from 1913 to the peak period and average weekly earnings for skilled workers increased about 129% during the same period. During April 1923, average weekly earnings for unskilled workers were still about 130% higher than in 1913, and skilled workers' earnings were about 93% higher than in 1913.

In the aluminum, brass and bronze industries, average weekly earnings of unskilled workers increased about 176% from 1913 to the peak period and earnings of skilled workmen increased about 123% during the same period. Figures for average weekly earnings during April, 1923 indicate that unskilled workers are earning about 134% and skilled workers are earning about 95% more than in 1913.

It should be of interest to every foundryman to compare the increase in the cost of basic materials and of labor with the percentage of increase in selling price of the products manufactured.

According to information obtained from the foundries they are now operating on an average of 51.5 hours per week, whereas in 1913 they were averaging 55 hours per week. While tabulations concerning the per cent of the total number of workers engaged in piece work and the number of apprentices are not complete, the information thus far obtained shows that less than 50% of the total employed, work on a piece work basis and less than 5% are working as apprentices.

AGRICULTURE

WHEN DO FARM TENANTS MOVE?

By

CHARLES L. STEWART

Division of Land Economics, U. S. Department of Agriculture.

Nearly 140,000 farm tenants moved in March and April, but this is less than two-fifths as many as moved in December and January, if the situation of a year ago was not widely different from that of the last few months. Spring moving, however, occurs throughout a much wider territory than that of the holiday season.

Nearly two-thirds of a million farm tenants moved between December 1, 1921 and December 1, 1922, this being a fourth of the nearly two-and-a-half million tenants.

This yearly shifting of tenant farmers, though mainly a feature of the cotton belt, is a fairly general movement. To make these changes at such a season as will best suit the farming practice is a matter of interest to outgoing and incoming tenants and their landlords. To know more accurately when these changes take place is important not merely to land owners and tenants wishing to make their leasing and moving arrangements under favorable conditions, but also to business people who need to make provision for seasonal changes in the population. Public and private agencies engaged in census and other surveys should time their field work with due regard to such changes. The adjustment of community organization on social, religious, educational, and business lines to the seasonal flow of tenants is a matter of critical importance in many sections of the country.*

* The statement offered here is part of a more extended study of the operation of farms as affected by changes of owners, tenants, and other elements in farm population. Like the statement of April, 1923, on "Farm Occupancy, Ownership and Tenancy, 1922," it is based upon a tabulation of replies from 10,833 correspondents of the Bureau of Agricultural Economics, Division of Crop and Live Stock Estimates. Replies were received from 86 per cent of the 3,062 counties, the percentage of counties rang-

ing from 50 in Nevada to 100 in a number of Eastern states.

MONTHLY DISTRIBUTION OF TENANT MOVING

Monthly distribution of tenant moving differs widely from one production belt to another. This is shown by an analysis on the basis of state averages.

MARCH AND THE SPRING TENANT MOVEMENT

March was the month in which the majority of changing tenants moved in the following twelve states: Iowa, Nebraska, Illinois, Rhode Island, Missouri, Indiana, Kansas, South Dakota, Ohio, Minnesota, Michigan, and Wyoming. The percentage of tenant shifts occurring in March was 74 in Illinois, 84 in Nebraska and 86 in Iowa.

March is apparently the most popular month for tenant moving in 23 of the 48 states, January in 9, December in 7, April in 7, and October in 2. March appears to be the month of second prominence in 11 states, April in 11, January in 7, February in 6, December in 5, October in 4, November in 2, May in 1, and August in 1. One of the two months, March or April, seems to have the lead as a tenant-moving month in three states in five. This indicates a widespread popularity of late winter and early spring moving.

SEASONAL EBB AND FLOW IN TENANT MOVING

Spring moving, however, affects fewer tenants than fall and winter moving. December-January moving, though restricted to a few Southern states, characterizes states that have not only large numbers of tenants but a high yearly rate of turnover as well. A comparison of the amount of moving in each month is afforded by the following percentages, which total 100: January, 28; February, 6; March, 18; April, 3; May, June and July, about one-third of 1 per cent each; August, 1; September,

2; October, 3; November, 9; and December, 29.

Of nearly 663,000 shifts on farms exchanging tenants, December and January are the months of occurrence of over 375,000 (January accounting for not quite as many of these as December) and March over 115,000.

In the three months, May, June, and July, apparently fewer than 1 per cent of the tenant shifts take place. The relative amount of late summer and early fall moving is small.

THE CONCENTRATION OF TENANT MOVING

In 33 states it is necessary to take into account tenants who did their moving in at least two months in order to include a majority of those who changed farms between December 1, 1921, and December 1, 1922. Of the twelve Southern states included in this list as requiring both December and January, seven emphasized December. Thirteen non-Southern states used both March and April in this way, eight emphasizing March. A majority of these states were in the New England and Middle Atlantic groups, where considerable dairying and truck farming is practiced by tenants. Three states, Arizona, New Mexico, and Kentucky, used January and March, with the main emphasis on January. In Colorado, February took second place to March. In three states, North Dakota, Washington, and Oregon, the months of March and October were most popular, the preference running to October in Oregon. With November a close second, October was the main moving month of tenants in California.

While 33 states required two months to move a majority of their moving tenants last year, a single month sufficed in 14 states. Twelve of these were listed as states prominent in the March movement. The other two were Pennsylvania and Delaware, with April and January the months in which a majority of the moving tenants made their changes.

If expressed on a weekly basis, the data on moving would doubtless show even more marked concentration. In some Southern states, for example, there is a heavy concentration of tenant moving within the two weeks including Christmas and New Year.

One reason for the concentrated movement of tenants is, of course, the inability of tenant

houses to shelter more than one family at a time. The incoming family naturally treads closely upon the heels of the outgoing family.

In dairy sections and sections where live stock is fed through the winter, the stocks of feed approach low ebb as grass comes on. Tenant moving takes place in April in many such sections. The time of assessing personal property for taxation often comes into consideration where stock is being fattened for the spring market. The desire to carry fattening stock up to assessing time, if not into the new grass season, causes some corn belt tenants to arrange for moving later than March first.

In the agricultural practice on some farms there is no date at which tenants can move without considerable sacrifice. On grain farms on which live stock is fattened for the fall market, for example, there may be a time when there is not much live stock but at that time the crops to be fed in the whole year to come have just been harvested. The legal and economic problems involved are such as to keep many tenants from engaging in these types of agriculture in consideration of the shortness of customary tenure periods and in view of the difficulty of adjusting things when they move.

Considering the natural desire to avoid even annual crops that do not have a growth cycle falling distinctly and regularly within a fixed twelve-month period, the habit of some tenants, of shrinking from cropping systems based on perennial plants, is not surprising. The same considerations underlie the tendency of some tenants to shrink from live stock systems requiring more than the shorter cycles.

The shifting of tenant families is not always timed with reference to vacation periods of schools, with the periods when roads are most pleasantly traversed, or when man and beast are most free from the need of protection from cold. It is less an aspect of adjustment to physical, educational and social factors than to economic conditions.

FOREIGN TRADE

NEW PORTUGUESE TARIFF

American firms exporting goods to Portugal and not satisfied with the provisions of the new Portuguese customs tariff effective April 20, may place a complaint in the hands of the council of experts for the customs service any time before September 27, according to a provision of that tariff. Within two months following receipt of the complaint the council shall investigate and report its findings to the Government which latter shall, in turn make such changes as are considered desirable.

The import and export tariff classifications have been changed for a number of articles and new tariff items added; the ad valorem export duty on goods not specified has been increased from 1.5% to 3%.

With the exception of those on tobacco, the import duties are now payable in gold at the rate of 1 escudo to \$1.08. Surtaxes for both imports and exports are abolished with the exception of certain articles receiving the present conventional rates.

Minimum rates may be applied to goods from countries which offer minimum rates to Portuguese goods and also from those so privileged through treaty agreement. In the case of countries which impose duties believed to be detrimental to Portuguese goods, the government may increase duties five times.

A certificate of origin is required for merchandise indirectly imported except when a direct bill of lading is used.

Schedules of rates on specific commodities will be supplied members requesting them.

N. E. CONFERENCE ON FOREIGN TRADE

A New England foreign trade convention was held in Boston, May 17-18 under the auspices of the committee on foreign trade of the Boston Chamber of Commerce, cooperating with other interested bodies. Sessions were largely attended and among the speakers were Dr. Julius Klein, director of the Bureau of Foreign and Domestic Commerce; Colonel Gow, president Associated Industries of Massachusetts; James F. Dewey, president Associated Industries of Vermont; Frederick S.

Snyder, president, Boston Chamber of Commerce and George A. Sagendorph, chairman of the committee on foreign trade of the Boston Chamber of Commerce.

PROPOSED CHANGES IN CANADIAN TARIFF

Under resolutions introduced in Parliament May 11, it is proposed to change the Canadian tariff laws extensively. If passed by Parliament some amendments will be effective from January 1, 1923, others from May 12 and August 1 of this year.

A complete memorandum covering this will be supplied members on request.

WORLD PRICES ADVANCE

According to an analysis made by the National City Bank of New York of prices abroad, increases are as prevalent there as in the United States. Out of seventy-five principal articles of import, about 60% showed an advance in price in 1922 as against the same month in 1921.

Their figures also show that exports of manufactures for the year ending in June will exceed the total for the previous year by nearly \$150,000,000 and will be 60% greater than the value in the year preceding the war.

BOLIVIA DUTY CHANGES

New increased export duties on silver, effective February 15 have been withdrawn.

COTTON YARNS AND RUBBER TUBING TO CANADA

The Canadian Board of Customs has recently ruled (File No. 111356) that cotton yarns, natural and mercerized, to be used in the manufacture of shoe laces and coarser than No. 40 are not entitled to free entry, under tariff item No. 534.

The Board has also found (File No. 79008) solid rubber piping three-quarter inch diameter with very small hole through center, to be dutiable under tariff item No. 618.

UNION OF SOUTH AFRICA INCREASES DUTIES

The Union of South Africa has increased the import duties on radio apparatus from 3% to 20% ad valorem, general tariff, and 17% British preferential.

NEWS OF THE TRADES

ARNOLD TURNER

Arnold Turner, president and treasurer of the Turner Machine company, Danbury, and one of the best known manufacturers in Connecticut, died suddenly on Saturday, May 12 at his home in that city.

Mr. Turner was born in Denton, England, a center of hat manufacturing, and was descended on both sides of his family from men who were pioneers in hat making in that country. Mr. Turner's father established what is now the business of the Turner Machine company, makers of hatters' machinery, in Denton in 1860.

Mr. Turner came to this country in 1893 and from that time actively devoted himself to the management of the Turner Machine company which had been opened three years previously. He has been president of the Danbury Boosters' Club, the Fur Belt Hat Manufacturers Association of Danbury, and was also prominent in several other trade and industrial organizations.

COLT PLANT IN MERIDEN SOLD

The Meriden plant owned by the Colt's Patent Fire Arms Manufacturing company of Hartford and used during the war for the manufacture of the light Browning machine gun has been sold to George H. Wilcox, president of the International Silver company of Meriden. The property consists of about 10 acres of land and a number of large brick buildings containing in all about 122,000 sq. ft.

NEW INCORPORATIONS

Among firms newly incorporated in Connecticut are the following: the Duff Manufacturing company, Inc., of Bridgeport, to manufacture dolls; the Norwalk Pattern and Model company of Norwalk, to manufacture patterns, models, signs and metal articles; the Compo Corporation of Westport, to make office supplies and furniture; the Altman Manufacturing company of Torrington, to make hardware; the Sanford-Alling Lumber company, Hamden; Davis and Nye, Inc., of Waterbury, to manufacture novelties.

CONNECTICUT MEN DIRECTORS OF NATIONAL ASSOCIATION

At the annual meeting of the National Association of Manufacturers held in New York May 16, Clarence E. Whitney, president of the Whitney Manufacturing company of Hartford and W. R. Bassick of Turner and Seymour Manufacturing company of Torrington were elected directors.

LAUNDRYMEN ELECT OFFICERS

The annual meeting of the Connecticut Laundry Owners' Association was held May 12 at the Hotel Bond, Hartford, and the following officers were elected: president, A. F. Keeler of South Norwalk; vice-president, Frederick R. Parsells of Stamford; secretary and treasurer, Alvin R. Herdt of South Norwalk.

FIRE AT CLAYTON BROTHERS

The hardening plant of Clayton Brothers, Inc., of Bristol, manufacturers of shears, was destroyed by fire on May 18 at an estimated loss in excess of \$1,500.

COST ACCOUNTANTS MEET IN HARTFORD

The third New England Regional Cost Conference was held in Hartford May 18-19. J. P. Jordan, president of the National Association of Cost Accountants, A. W. Fox, president of the Hartford chapter, and a number of others prominent in affairs of the Association presided at the sessions, which were largely attended.

STANLEY WORKS ADOPT GROUP INSURANCE

Announcement was recently made by the Stanley Works, New Britain, of the adoption of group insurance for all employees who belong to the Stanley Works Mutual Benefit Association. A similar plan was adopted by the Stanley Rule and Level company some time ago.

FLETCHER TERRY COMPANY MOVES

The Fletcher-Terry company formerly of Plainville has moved its plant to one of the buildings in Terryville formerly occupied by the Bryce Manufacturing company. The firm manufactures small hardware.

EMPLOYMENT SERVICE

WHERE EMPLOYER AND EMPLOYEE MEET

This department is open to all members without charge. All copy must be in the hands of the editor by the tenth day of the month preceding publication.

EXPORT MANAGER — Twenty years' experience in sales development through correspondence and foreign travel and in organization and management of export departments for New England manufacturers. Prefers to locate in Hartford or vicinity. Remuneration to be based on results attained. Address P. W. 54.

SALES REPRESENTATIVE — American, age 34, married. Experienced in selling plumbing supplies, auto accessories and manufactured brass goods. Wishes contact with manufacturing concern wanting representation in Philadelphia and vicinity. Address P. W. 55.

INDUSTRIAL ENGINEER — American, age 35. Experience includes production planning and control, costs, sales analysis, perpetual inventories, general and factory accounting systems, purchasing reports, industrial relations. Address P. W. 56.

ACCOUNTANT — American, age 42. Twelve years with Connecticut manufacturing concerns as cost accountant and employment manager. Also experienced in public utilities accounting. Address P. W. 57.

SALES MANAGER — Wide experience in sales organization and as special sales representative for manufacturing concerns. Familiar with corporation procedure through executive positions held. Wishes to locate permanently in Connecticut. Address P. W. 58.

STATISTICIAN — American, college education, unmarried. 10 years' experience in collecting facts and making reports for United States government and large steel manufacturing concern, concerning housing, wages, etc., both in this country and abroad. Address P. W. 59.

CHEMICAL SALESMAN — American, age 28, married. College training as chemist, specializing in textile chemistry and dye stuffs. Three years in sales departments of middle-western chemical concerns. Address P. W. 60.

ENGINEER — American, age 31, married. Experienced as production engineer with Connecticut firm during the war; in factory inspection for fire insurance companies throughout New England and in general engineering. Address P. W. 61.

PLANT EXECUTIVE — Fifteen years' manufacturing experience and familiar with factory costs and management. Last position held was as manager of Canadian branch factory manufacturing small sheet metal and machined parts. Address P. W. 45.

TRAFFIC MANAGER — Several years' experience in manufacturing concerns. Address P. W. 46.

INDUSTRIAL ENGINEER — Age 31, married. Graduate of Wharton School, U. of P. and of Hamilton College of Law. Experienced in industrial engineering, having had charge of labor department and also served as service superintendent in iron, steel and textile mills. Address P. W. 49.

ACCOUNTANT — Age 26, married. Familiar with general cost and corporation accounting, finance, management; also familiar with law, including contracts, negotiable instruments, bailments and Federal taxes. Address P. W. 52.

SALES MANAGER — Age 33, married. Graduate of Worcester Polytechnic Institute as electrical engineer. Experienced as district sales manager of concern manufacturing electrical motors and arc welding equipment. Address P. W. 53.

SALES EXCHANGE

In this department members may list for sale any new or used equipment or supplies. All copy must be in the hands of the editor by the tenth day of the month preceding publication.

FOR SALE

1. Pulleys.

- 1 30" dia. x 12" face x 4- 7/16" bore cast iron split pulley.
- 1 40" dia. x 18" face x 3- 7/8" bore cast iron split pulley.
- 1 38" dia. x 18" face x 3- 7/16" bore cast iron split pulley.
- 1 48" dia. x 18" face x 5- 5/16" bore cast iron split pulley.
- 1 48" dia. x 12" face x 3- 7/16" bore cast iron split pulley.
- 2 48" dia. x 36" face x 4- 7/16" bore cast iron split pulley.
- 1 60" dia. x 16" face x 5- 7/16" bore cast iron split pulley.
- 1 64" dia. x 18" face x 5- 7/16" bore cast iron split pulley.
- 1 72" dia. x 12" face x 4- 7/16" bore cast iron split pulley.
- 1 72" dia. x 24" face x 5-15/16" bore cast iron split pulley.
- 1 11" dia. x 24" face x 6-15/16" bore split hub, and spokes iron rim wood, face crown.

2. Sheaves — all iron.

- 1 9" dia. x 16" face x 6-15/16" bore, split, 8 grooves for rope drive.
- 1 7'6" dia. x 16" face x 4-15/16" bore, split, 8 grooves for rope drive.
- 2 4'4" dia. x 16" face x 3- 7/16" bore, split, 8 grooves for rope drive.
- 2 4'4" dia. x 16" face x 2-15/16" bore, split, 8 grooves for rope drive.
- 2 3'6" dia. x 16" face x 2-15/16" bore, split, 8 grooves for rope drive.

3. Friction clutches.

- 1 30" Webster steel disc split friction clutch with 30" x 12" pulley complete 3-7/16" bore.
- 1 18" Dodge pat. disc split friction clutch complete 4- 7/16" bore.
- 1 20" Dodge pat. disc split friction clutch complete 5-15/16" bore.
- 1 24" Dodge pat. disc split friction clutch complete 6- 7/16" bore.
- 1 30" Dodge pat. disc split friction clutch complete 6- 7/16" "B" and with 24" x 12" pulley.
- 1 42" Dodge pat. disc split friction clutch complete 5-15/16" bore.
- 1 48" Dodge pat. disc split cut out clutch.
- 1 rack and gear. Shifting apparatus. Shaft, hangers and sheave complete for 48" Dodge clutch.

4. Post hangers.

- 1 Idler complete.
- 4 Pillar block hangers 6-15/16" bore.
- 4 Pillar block hangers with brackets, 2-15/16" bore.
- 4 Drop hangers 3-7/16" bore.
- 4 Post hangers 2-15/16" bore.
- 7 4-7/16" bore x 8" drop post hangers.
- 2 4-7/16" bore ball and socket hangers.
- 4 4-7/16" bore ring oiling adj. hangers.
- 2 5-7/8" bore swivel post hangers.

5. Pillow blocks.

- 2 4- 7/16" bore ring oiling, ball and socket pillow blocks.
- 4 5- 7/16" bore ring oiling, rigid pillow blocks.
- 4 5-15/16" bore ring oiling, rigid pillow blocks.
- 3 6- 7/16" bore ring oiling, rigid pillow blocks.

6. Shafting.

- 1 length 3-15/16" dia. 7'6" long steel shafting fitted with 2 flange couplings.
- 1 length 4- 7/16" dia. 10' long steel shafting fitted with 2 flange couplings.
- 1 length 4- 7/16" dia. 16' long steel shafting fitted with 2 flange couplings.
- 1 length 4- 7/16" dia. 16' long steel shafting fitted with 1 flange couplings.
- 1 length 4- 7/16" dia. 18' long steel shafting fitted with 1 flange couplings.
- 1 length 4- 7/16" dia. 21' long steel shafting fitted with 2 flange couplings.
- 1 length 5- 7/16" dia. 18' long steel shafting fitted with 2 flange couplings.
- 1 length 5-15/16" dia. 16' long steel shafting fitted with 2 flange couplings.
- 1 length 6- 7/16" dia. 18' long steel shafting fitted with 1 flange couplings.

7. Sheaves.

- 1 40" dia. single U groove. Idler sheave for 1 1/4" rope, 2-7/16" bore. Solid.
- 1 42" dia. x 10V groove. Idler sheave for 1 1/4" rope, 8 1/2" bore.
- 1 64" dia. single U groove. Idler sheave for 1 1/2" rope, 2-15/16" bore with 1 idler carriage.
- 1 64" dia. single U groove. Idler sheave for 1 1/2" rope, 2-15/16" without idler carriage.
- 1 70" dia. 18V groove double hub sheave for 1 1/2" rope, 7 5/8" bore, split.
- 1 84" dia. 10U groove double hub sheave for 1 1/4" rope, 3-15/16" bore, split.

8. Miscellaneous.

- 1 National cash register #1640618-852, mahogany finish, 1st class condition.
- 1 Landers, Frary & Clark universal electric coffee mill, hopper capacity 2 lbs., counter space 18 1/4" x 11 1/4", height 29 1/4", electric drive 1/4 H. P. Address S. E. 43.

1 Mack 5-ton truck, latest model, very unusual proposition.

Address S. E. 44.

1 Kellar die cutting machine.

1 Keane gas steam boiler.

Quantity of sheet brass.

Address S. E. 45.

WANTED TO BUY

1 6 poppet drop with lift.

2 15" x 36" rubber mill with or without motor.

1 4 1/2' to 5' vulcanizer.

1 20" x 20" hand press.

Address S. E. 46.

